

**Established February, 1845.**

PRICE, \$2 PER MONTH.

## Shipping.

**Shipping,**

**Steamers.**

**CHINA NAVIGATION COMPANY**  
**LIMITED.**

**FOR PORT DARWIN, QUEENSLAND**  
**PORTS, SYDNEY & MELBOURNE.**

The Co.'s Steamship  
*Chungking*  
**J. E. WILLIAMS, Com-**  
**mander,** will be dispatched  
as above on **FRIDAY, the 30th Instant**  
at **Daylight.**

The attention of Passengers is directed  
to the Superior Accommodation, offered by  
this Steamer. First-class Saloon and Cabin  
are situated forward of the Engines.  
Second-class Passengers are berthed in the  
Poop. A Refrigerating Chamber ensures  
the supply of Fresh Provisions during the  
entire voyage. A duly qualified Surgeon is  
carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents,*  
Hongkong, May 14, 1890. 839

The Steamship

 Captain P. Wess, will be dispatched for the above Ports on FRIDAY, the 30th Instant at 3 p.m.

This Steamer has superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
*Agents.*  
Hongkong, May 28, 1890. 97

**FOR YOKOHAMA AND KOBE.**

 The Steamship  
*Lenox,*  
Capt. SWINERTON, will be dispatched for the above Ports on FRIDAY, the 30th Instant.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
*Agents.*  
Hongkong, May 27, 1890. 95

SAKI AND KOE

(*Passing through the INLAND SEA.*)

The P. & O. S. N. Co.  
Steamship  
Ancona,  
under Captain W. D. MURIE  
will leave for the above places on SATUR-  
DAY, the 31st Inst., at Daylight.


E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, May 23, 1900. 05

THE SCOTCH ORIENTAL STEAM  
SHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND  
BANGKOK

The Company  
Cho  
Cent. B. W.


 Capt. R. W. PHILLIPS, who  
 be despatched for the  
 above Ports on SATURDAY, the 31st Inst.  
 at Noon.  
 For Freight or Passage, apply to  
 YUEN FAI HONG,  
 Agents.  
 Hongkong, May 27, 1890. 965

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**INDO-CHINA STEAM NAVIGATION**  
**COMPANY, LIMITED.**  
**FOR SINGAPORE, PENANG AND**  
**CALCUTTA.**  
 The Co's Steamship

**Captain Y**

SATURDAY, at the 31st Instant, at 3 p.m.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*General Managers.*  
 Hongkong, May 27, 1890.

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**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**  
**FOR PAKHOI AND HAIPHONG.**  
 The Co.'s Steamship  

*Arctique,*  
 Captain AUBERT, will be  
 dispatched for the above  
 Ports on SATURDAY, the 31st Inst., at  
 3 p.m.  
 For Freight or Passage, apply to  
**G. de CHAMPEAUX,**  
*Agent.*  
 Hongkong, May 26, 1890.

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**INDO-CHINA STEAM NAVIGATION**  
**COMPANY, LIMITED.**  
**FOR TIENTSIN.**

Kiron  
Captain Sir

...despatched as above on  
or about the 7th of June.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, May 24, 1880. 863

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**Sailing Vessels.**  
**FOR NEW YORK.**  
The 3/3 L.L.I. British Barque  
*Putagatica*  
**HIBBERT, Master,** will leave here  
for the above Port, and will

It, apply to

**RUSSELL & Co.**

Hongkong, April 5, 1890. 645

**FOR SAN FRANCISCO.**

The 3/3 L.L. American Ship  
*William H. Macy.*  
Ainsbury, Master, will load  
here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, March 12, 1890. 646



## Entertainments.

**THEATRE ROYAL,**  
CITY HALL, HONGKONG.  
**THIS EVENING,**  
the 20th May.

**GRAND COMPLIMENTARY**  
**BENEFIT,**  
tendered by  
**HONGKONG AMATEURS**  
to the  
**LADIES OF HUDSON'S SURPRISE**  
**PARTY.**

PRICES,.....As usual.

Seats may be booked at KELLY & WAIR, LD.  
Hongkong, May 20, 1890. 959

## To-day's Advertisements.

**CALDERBROOK, MACGREGOR & Co.,**  
WINE MERCHANTS,  
SPIRIT MERCHANTS,  
ALE & STOUT MERCHANTS.  
HONGKONG, 13, Queen's Road.  
SHANGHAI, 7, Fochow Road.  
LONDON, 101, Leadenhall Street.  
Hongkong, May 20, 1890. 979

## NOTICE OF CALL.

**THE BORNEO HOTEL AND STORES**  
**COMPANY, LIMITED.**

**NOTICE** is hereby given that the FIRST  
CALL of TEN DOLLARS per Share  
in this Company is payable at the OFFICE  
of the CHIEF, BORNEO CO., LIMITED, Sanda-  
ran or Hongkong, on the 15th day of June,  
1890, after which date INTEREST at the  
Rate of 12 % per Annum will be charged.

By Order of the Board of Directors,  
**C. F. FABRIS,**  
Secretary.

Hongkong, May 20, 1890. 933

**THE PUNJOM AND SUNGHIE DUA**  
**SAMANTAN MINING COM-**  
**PANY, LIMITED.**

**THE** Fourth Ordinary Half-Yearly  
MEETING of SHAREHOLDERS  
in the above Company, will be held at the  
Company's Office, No. 2, Queen's Road  
Central, on the 16th or 17th, 1890, at 4  
p.m., for the purpose of receiving the  
Report of the Directors, together with a  
Statement of Accounts to the 30th Septem-  
ber, 1890.

The Transfer BOOKS will be CLOSED  
from the 3rd to 16th June, both days  
inclusive.

**A. O. D. GOURDIN,**  
Secretary.

Hongkong, May 20, 1890. 981

**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**

**FOR SWATOW, AMOY & FOCHOW.**  
The Co.'s Steamship  
Namo, Captain Pocock, will be  
despatched for the above  
Ports on SUNDAY, the 1st June, at  
Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.

Hongkong, May 20, 1890. 980

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

**PAQUEBOT POSTE FRANCAIS.**  
**FOR SHANGHAI, KOBE AND**  
**YOKOHAMA.**

The Co.'s Steamship  
Natal, Captain BERT, will be  
despatched for the above  
Ports on or about WEDNESDAY, the 4th  
June.

**G. DE CHAMPEAUX,**  
Agent.

Hongkong, May 20, 1890. 982

## Not Responsible for Debts.

**Neither the Captain, the Agents, nor**  
**Owners will be Responsible for**  
**any Debt contracted by the Officers or**  
**Crew of the following Vessels, during**  
**their stay in Hongkong Harbour:**

**CAMLOTT,** British barque, Capt. Jas. P.  
Murphy—Gillman & Co.

**D. T. TENNEY,** American ship, Capt. D.  
E. Hollick—Gibb, Livingston & Co.

**ELMER,** German ship, Capt. F. Rowell—  
Douglas Larraik & Co.

**SEAFORD,** British ship, Capt. H. H. Mc-  
Kenzie—Order.

**STATE OF MAINE,** American ship, Capt.  
E. D. F. Nickels—Master.

**Wm. H. Macy,** American ship, Capt. J.  
A. Ambury—Order.

## DAKIN BROTHERS OF CHINA, LIMITED, CHEMISTS.

**AERATED WATERS.**  
Our Plant comprises the latest improve-  
ments, and is one of the most complete  
and efficient ever shipped from Eng-  
land.

The Purity of the water is certified by  
analysis.  
The construction of the machinery and  
system of manufacture in force ensures  
purity and absence of all contamination  
in the finished waters.

The quality of the Soda Water is equal  
to that of the best English makers.  
The Flavour of the syruped waters is  
equal to any produced in England or  
abroad.

## DAKIN'S AERATED SODA WATER.

Our make of this popular beverage is not  
merely a flavoured water, but is prepared  
with an extract of Sarsaparilla root man-  
ufactured in our own laboratory.  
Price, 60 cents per dozen.  
Telephone No. 62.  
Nos. 22 & 24, QUEEN'S ROAD  
CENTRAL. 955

## Business Notices.

**HONGKONG TRADING COMPANY, LD.**  
(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

**HAVE NOW AN ENTIRELY NEW STOCK**  
OF  
**LADIES' AND CHILDREN'S**  
**"RAIN COATS,"**  
**"UMBRELLAS," "OVER-SHOES,"** &c.

GOODS SENT ON APPROVAL.

**HONGKONG TRADING COMPANY, LD.**  
(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.) 962

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call.	Norfolk (s).	Norddeutscher Lloyd.	June 4, at 4 p.m.
Kobe and Yokohama.	Chingwa (s).	Siemens & Co.	May 30, at 3 p.m.
London.	Marcellus (s).	Arnold, Karberg & Co.	About June 9.
San Francisco.	Patagonia (s).	Messageries Maritimes.	June 5, at noon.
New York.	Arcturion (s).	Russell & Co.	May 31, at 3 p.m.
Pakhoi and Haiphong.	Changsha (s).	Butterfield & Swire.	May 30, at daylight.
Port Darwin, &c.	Changsha (s).	Pacific Mail S. S. Co.	June 3, at 1 p.m.
San Francisco.	Changsha (s).	O. & S. S. Co.	June 14, at 1 p.m.
Shanghai, Kobe & Yoko.	Natal (s).	Russell & Co.	Quick despatch.
Singapore.	Changsha (s).	Messageries Maritimes.	About June 4.
Singapore.	Changsha (s).	Jardine, Matheson & Co.	June 1, at 3 p.m.
Singapore.	Changsha (s).	Douglas Larraik & Co.	June 1, at daylight.
Singapore.	Changsha (s).	Yuen Fat Hong.	May 31, at noon.
Singapore.	Changsha (s).	Jardine, Matheson & Co.	About June 1.
Singapore.	Changsha (s).	Canadian Pacific S. S. Co.	June 1, at noon.
Singapore.	Changsha (s).	Adamson, Bell & Co.	May 30.
Singapore.	Changsha (s).	P. & O. S. N. Co.	May 31, at daylight.

## SHIPPING.

**ARRIVALS.**  
May 20, 1890:—

**Para Chem Kiao,** British steamer, 1,011,  
James Fowler, Hongkong May 23, General.  
—Yuen Fat Hong.

May 20:—  
**Johann,** German steamer, 420, H. Bing,  
Pakhoi May 24, and Hoihow 27, General.  
—WELER & Co.

**Namo,** British str., 863, T. G. Pocock,  
Fochow May 26, Amoy 29, and Swatow  
28, General.—DOUGLAS STEAMSHIP CO.

**Loire Inférieure,** French steamer, 633,  
Lehuaco, Hoihow May 24, Sapinwood.—A.  
R. MARTY.

**DEPARTURES.**  
May 20:—

**Velo,** for Swatow.  
**Rohilla,** for Europe.  
**Angelo,** for Shanghai.  
**Angelo,** for Calcutta.

Destination, for Singapore and London.  
Formosa, for Swatow and Amoy.

**CLEARED.**  
**Changsha,** for Sydney.  
**Camelot,** for Manung.  
**Smith,** for Amoy.  
**China,** for Saigon.  
**Chowchoy,** for Saigon.  
**Fusim,** for Shanghai.

**PASSENGERS.**  
ARRIVED.  
Per **Para Chem Kiao**, from Bangkok, 41  
Chinese.  
Per **Johann**, from Pakhoi, 20 Chinese.  
Per **Namo**, from Fochow, &c., Mrs  
Fraser Smith, Mr. Steward, Miss Gomer,  
Mrs. Almeida, and 130 Chinese.

**DEPARTED.**  
Per **Rohilla**, for Hongkong: for Singa-  
pore, Messrs La Rue, W. N. Browne and  
Knight; for Bombay, Messrs H. M. Ma-  
homed, M. M. Ay, M. Curransey, B.  
Sootnik and servant, A. K. Moosabhai,  
K. A. Chino and B. N. Noorodin;  
for London, Mrs. Jane. Acland, and Mr.  
Denny. From Shanghai: for Lon-  
don via Bombay, Miss E. M. Talmage;  
for London, Miss E. M. Talmage;  
and infant, Miss S. Seed, Miss G. Broom-  
hall, Messrs E. Hugheson, E. Judge, A.  
Brown, E. Russell, G. Alford and W. H.  
Caldwell; for London via Hongkong, Mr.  
G. S. Row and H. E. Hunter. From  
Yokohama: for London, Rev. Sumner and  
two sons.

Per **Velo**, for Swatow, 30 Chinese.  
Per **Denadon**, for Singapore, 291 Chi-  
nese; for London, Mrs. Feawick, 2 children  
and native servant, Mrs. W. G.  
Hamphrey, 5 children, infant and ayah,  
Mrs. Forbes and 2 children, and Captain R.  
Fraser.

Per **Formosa**, for Swatow, 150 Chinese.  
To DEPART.  
Per **Changsha**, for Sydney, 17 Europeans.  
Per **Camelot**, for Manung, 6 Chinese.  
Per **Smith**, for Amoy, 3 Chinese.  
Per **China**, for Saigon, 60 Chinese.  
Per **Fusim**, for Shanghai, 100 Chinese.

## SHIPPING REPORTS.

The German steamer **Johann** reports:  
Had fresh N.E. breeze.  
The British steamer **Para Chem Kiao** re-  
ports: Had light winds and fine weather  
to Paracels; and thence to port, moderate  
to fresh N.E. winds, overcast rainy weather,  
moderate N.E. swell.

The British steamer **Namo** reports:  
Left Fochow on the 25th, and experienced  
strong N.E. wind and cloudy weather, with  
high sea to port. Left Amoy on the 26th,  
and Swatow on the 28th, from Amoy to  
clear weather; from Swatow to port, fresh  
N.E. breeze and fine, but cloudy weather.  
In Amoy, H.M.S. **Rattler**, steamers **Sung-**  
**kiang** and **Yikang**. Steamers in Swatow,  
**Tamius**, **Taichow** and **Pakhoi**.

## POST OFFICE NOTICES.

**MAILS will close:—**  
For **AMOY & STRAITS.**  
Per **Diamond**, at 1.30 p.m., on Friday,  
the 30th inst.

For **YOKOHAMA & KOBE.**  
Per **Lemox**, at 2.30 p.m., on Friday, the  
30th inst.

For **SHANGHAI.**  
Per **Fusim**, at 3.30 p.m., on Friday, the  
29th inst.

For **NAGASAKI, KOBE & YOKOHAMA.**  
Per **Ancona**, at 5 p.m., on Friday, the  
29th inst.

For **SWATOW, SINGAPORE & BANG-**  
**KOE.**  
Per **Changsha**, at 11.30 a.m., on Saturday,  
the 31st inst.

## General Memoranda.

**SATURDAY, May 31.—**  
Noon.—Meeting of Shareholders of The  
Hongkong & Shanghai Banking Cor-  
poration at the City Hall.

Noon.—Meeting of Societe Francaise des  
Charbonnages du Tonkin at Registered  
Office in Victoria Buildings.

2 p.m.—Meeting of Sundries, at Mr. J.  
P. Armstrong's.

3.30 p.m.—Competition of the Hongkong  
Rifle Association.

**MONDAY, June 2.—**  
Goods per **Kutaw** undelivered after this  
date subject to rent.

9 p.m.—Meeting of Rentland Lodge.

**TUESDAY, June 3.—**  
Transfer Books of The Punjom & Sun-  
ghie DUA SAMANTAN MINING CO., LTD.,  
closed from this date to the 16th June,  
inclusive.

**MONDAY, June 16.—**  
4 p.m.—Meeting of Shareholders of The  
Punjom & Sunghie DUA SAMANTAN  
Mining Co., Ltd., at No. 9, Queen's Rd.

## MEMOS. FOR TO-MORROW.

**Shipping.**  
Daylight.—**Changsha** leaves for Port Dar-  
win, Queensland Ports, &c.  
3 p.m.—**Hankow** leaves for Kobe, &c.  
**Lemox** leaves for Japan.

## WINES AND SPIRITS.

**A. S. WATSON & Co.,**  
**LIMITED.**  
(ESTABLISHED A.D. 1841.)  
HONGKONG.

**WE** invite attention to the following old  
branded Brandy, all of which are ex-  
cellent quality and good value for the money.  
The same being specially selected by our  
London House, and bought direct from the  
most noted Shippers, are imported in wood  
and bottled by ourselves, thus enabling us to  
supply the best growths at moderate  
prices.

In ordering it is only necessary to  
state the name and quantity of Wine or  
Spirit wanted, and initial letter for quality  
desired.

Orders through Local Post or by Tele-  
gram receive prompt attention.

**PORTS.** (For Invalids and general use.)  
Per Case. Per Bot.

**A** Alto Douro, good quality,  
Green Capsule. \$10 \$1.00

**B** Vintage, superior quality,  
Red Capsule. 12 1.10

**C** Fine Old Vintage, superior  
quality, Black Seal Capsule. 14 1.25

**D** Very Fine Old Vintage,  
extra superior, Violet Cap-  
sule (Old Bottle). 18 1.50

**SEERIES.**  
**A** Delicate Pale Dry, dinner  
wine, Green Capsule. 6 0.60

**B** Superior Pale Dry, dinner  
wine, Green Seal Capsule. 7.50 0.75

**C** Manzanilla, Pale Natural  
Sherry, White Capsule. 10 1.00

**CC** Superior Old Dry, Pale  
Natural Sherry, Red Seal  
Capsule. 10 1.00

**D** Very Superior Old Pale  
Dry, choice Old Wine,  
White Seal Capsule. 12 1.10

**E** Extra Superior Old Pale  
Dry, very finest quality,  
Black Seal Capsule (Old  
Bottle). 14 1.25

**PER CASE.** Per Case. Per Bot.  
Quarts. Pints.

**BRANDY.**  
**A** Hennessy's Old Pale, Red  
Capsule. \$12 \$1.10

**B** Superior Very Old Cognac,  
Red Capsule. 14 1.25

**C** Very Old Liqueur Cognac,  
Red Capsule. 18 1.50

**D** Hennessy's Finest Very Old  
Liqueur Cognac, 1873  
Vintage, Red Capsule. 24 2.00

**SCOTCH WHISKY.**  
**A** Black & Blend, White  
Capsule. 9 0.75

**B** Watson's Glenorchy Mel-  
low Blend, Blue Capsule,  
with Name and Trade  
Mark. 8 0.75

**C** Watson's Glenorchy Mel-  
low Blend, Blue Capsule,  
with Name and Trade  
Mark. 8 0.75

**D** Watson's E. K. D. Blend of  
the Finest Scotch Malt  
Whiskies, Violet Cap-  
sule. 10 1.00

**E** Very Old Liqueur,  
Scotch Whisky, Gold Cap-  
sule. 12 1.10

**IRISH WHISKY.**  
**A** John Jameson's Old, Green  
Capsule. 8 0.75

**B** John Jameson's Fine Old,  
Green Capsule. 10 1.00

**C** John Jameson's Very Fine  
Old, Green Capsule. 12 1.10

**GLENMOUTH WHISKY,**  
fine old, Red Capsule,  
with Name. 10 1.00

**GIN.**  
**A** Fine Old Tom, White Cap-  
sule. 4.50 0.40

**B** Fine Unweathered, White  
Capsule. 4.50 0.40

**C** Fine A. V. H. Geneva. 5.25 0.60

**ROSE.**  
Finest Old Jamaica, Violet  
Capsule. 12 1.00

**LIQUEURS.**  
Benedictine Maraschino  
Curaçao Heering's Cherry Cordial  
Charmagnee Dr. Süssner's Angostura  
Bitters, &c.

The publication of this issue commences  
at 7.50 p.m.

**The China Mail.**

HONGKONG, THURSDAY, MAY 20, 1890.

**TELEGRAMS.**

[Supplied to 'THE CHINA MAIL']

(Via Southern Line.)

**THE SILVER QUESTION.**

LONDON, 27th May.

The Daily News states that there is a  
growing sentiment among Republicans  
against the free coinage of silver, and  
rumours are abroad that President Har-  
rison, if Congress passes the Bill,  
therefore, it is probable, argues the Daily  
News, that no silver legislation will take  
place during the present Congress.

**TURKEY.**

The Turks who assaulted the wife and  
daughter of the Russian Dragoman have  
been sentenced to 6 months' imprisonment  
and banishment for life.

**FRENCH OUTRAGES AND**  
**NEWFOUNDLAND.**

Great excitement prevails in Newfound-  
land in consequence of French outrages  
upon fishermen.

(From Singapore Papers.)

**RUSSIA AND TURKEY.**

LONDON, May 20.—Russia has pre-  
sented a note to the Porte insisting upon  
the payment of the arrears of the War  
indemnity from the new loan, otherwise  
Russia will adopt other measures.

**GERMANY STILL ARMING.**

The Prussian War Minister demands  
an addition of fifty-three thousand men to

## PORTUGAL AND ENGLAND.

LONDON, May 23.—The British Govern-  
ment is despatching forthwith two light-  
draft gunboats to the Zambezi.

## LOCAL AND GENERAL.

**PASSER DUZ CANAL.**  
**OUTWARD BOUND.—Baltic Sea.** April 18:  
11:15 a.m.: **Teleman**, May 2:  
**Pennell**, **Falken**, 9: **Dorchester**,  
Crown of Arragon, Iphigenia, Canis,  
16.

**HOMEWARD BOUND.—Titan**, March 28:  
**Winn**, 28: **Merioneth**, April 18:  
**Lydia**, 22: **Gerardine**, Glasgow, May  
2: **Prussia**, 6: **Sardinia**, 9: **Djinnah**,  
**Ningbo**, **Orestes**, **Misra**, 13: **An-**  
**chises**, **Yintshir**, 16.

The O. and C. Co.'s s.s. **Geddis**, with  
the French mail of the 8th May, was to  
leave Yokohama on Tuesday, May 27,  
at daylight and may be expected here  
on or about Monday the 2nd June.

The M.M. Co.'s steamship **Natal**, with  
the French mail of May 2, left Singapore  
on Wednesday, May 23, at 6 p.m., and  
will be expected here on or about  
Monday the 4th June. This  
packet brings letters to be despatched  
from Hongkong on March 26.

The Canadian Pacific s.s. **Batavia** left  
Vancouver for Japan, &c., on the 12th  
May.

The N. G. I. s.s. **Espresso** left Singapore  
on the 24th May, and may be expected  
here on or about the 31st May.

The P. & O. Co.'s steamship **Tchern** left  
Singapore for this port on the 26th  
May, and may be expected here on or  
about the 1st June.

The s.s. **Hampshire**, from New York, left  
Singapore on May 26, and may be ex-  
pected here on or about June 1st.

The D. D. R. s.s. **Friga** left Singapore on  
the 26th May, and may be expected  
here on or about the 1st June.

The P. & O. s.s. **Shanghai** left London  
for Bombay and this port on the 6th May,  
at 5 p.m.

The P. & O. s.s. **Adrian** left Bombay for  
this port on the 23rd May.

There will be a game of Polo at Causeway  
Day at 5.45 p.m. to-morrow, the 30th in-  
stant.

WEATHER permitting, the Band of the A.  
and S. Highlanders will play at the Public  
Gardens on Monday, June 2nd, at 9 p.m.

A MARINE COURT will assemble at the Har-  
bour Office to-morrow, the 30th instant, at  
10.30 a.m., to enquire into the circum-  
stances connected with the stranding of the  
British s.s. **Falbridge**.

The three men who were arrested on their  
way to Kowloon City the other day by a  
Chinese constable, and who were found to  
have in their possession about \$800 worth  
of property stolen from a house in Tsing-  
shan, were to-day brought before Mr.  
Wodehouse in the Police Court, and  
committed for trial.

A PORTUGUESE widow, named Filemora  
Broughta,



Chadwick frankly said that regarding such matters as can be done within his province he desired the utmost publicity and thought that there was much to be gained by eliciting public comment or criticism on the work that was being done. Accordingly a representative of this paper called on him last night and had a long conversation with the honorable gentleman, the gist of which, as far as his memory goes, was as follows:—

#### THE NEW WATER AND DRAINAGE DEPARTMENT

When do you expect that your work will be done and that you will be able to return to England?

I cannot say yet. There is a good deal yet to do. When I came out here in November last, I expected that Mr. Cooper would be entirely at my disposal, to co-operate with me in the water and drainage work. His time, however, has been so much taken up with other work in the Surveyor General's Department, that little progress has been possible. Of course I could not go into all the minute details myself, and without his assistance I could only advance slowly. Within the last two weeks, however, since Mr. Cooper has been relieved of all work except what pertains to the Sanitary and Water Department, we have got on very fast.

Even after you leave will you not retain some connection with the Department?

I will remain the consulting engineer in London, at any rate as long as the construction work is going on, and if there is any work for me to be done on, and then the work is finished I do not think there is much chance of difficulties arising.

Is this new Water and Drainage Department entirely separate from the Public Works Department?

Yes, it is. When I came here I found that I could not get on working through another, and the Colonial Office approved of the separation of the Departments.

Mr. Cooper then as Resident Engineer of the Water Works and as Sanitary Surveyor, will be entirely independent of the Surveyor General's Department.

He will be dependent only to the Government and the Colonial Office and to me as consulting engineer in London.

Of course, as far as the house drains are concerned, and as far as the water supply is concerned, he will be subject to that body.

Do you think it is likely that the power of the Sanitary Board will be increased—that it will be made the Water Authority?

I had that in contemplation in drafting the Water Bill. Power is given to the transfer of the authority. It is a matter, however, that remains for the residents themselves to settle. I am, on the whole, inclined to think something of the nature of a Municipal Council would be a desirable thing. However, of course you must remember that through some sentimental influence at Home a Council might be established, on a basis of popular representation, which might prove anything but a benefit to the Colony. As far as constructive work goes, I think that ought to be in the hands of a competent engineer responsible to the Government. After the works are completed their complaints and the carrying out of the by-laws related thereto might, I think, with advantage be entrusted to such a body, as the Sanitary Board.

#### THE WATER SUPPLY.

How far has the work of distributing the water already gone?

We have got as far West along the level as Wing Lok Street. We propose now to turn up, follow the level of the road, and supply the surrounding district. After a little time, however, we will be able to proceed with the distribution to the Eastern part of the town. At present Tiam water does not go further East than Murray Street. We are proceeding as fast as possible with the work, but we have a good deal of difficulties to overcome. The pipes of most of the houses are utterly unsuitable to stand the great pressure of the new supply, and they have been bursting along the whole line. The other day on account of burst pipes at the whole distribution system had been complete and the water in use all over the town. You have no idea what an amount of waste one single tap running can produce.

With the Pukulum and Tiam Works in full operation, we may, I suppose, consider that all risk of a water famine will disappear for many years to come?

Unless the town extends very rapidly, which is not to be expected unless we succeed in establishing manufactures here, I should say that with care you should have an abundant supply for twenty years to come. But some means of preventing waste must be adopted. We cannot allow a Chinaman to leave a tap running all night to wash his trousers. I believe, however, that the principal waste hitherto has been in European houses, so efforts must be made to check after the Europeans. Doubtless the intermittent supply was partly the cause of this. Now there ought to be no excuse, and the pressure will be so great that I should say no European could sleep while his tap was running.

Do you think that the general adoption of meters will be necessary?

Perhaps not. I think that for large houses such as this hotel (the Hongkong Hotel) it would be very desirable to have meters, as the waste might become enormous, but the system we shall probably adopt will be to water the houses in bulk, and if any district or any block of houses is found to be over-consuming it is to be cut off. We shall give the inhabitants the option of having meters put into their houses or of having the water cut off from their houses. Of course, even if the water were cut off, they would not suffer much hardship as they would only have to go a few yards to obtain water from the public tap. Meters are usually required for manufactures or trades that consume a lot of water.

There has been a good deal of talk about the Pukulum conduit being damaged. Is there ground for suspecting any serious damage?

I think not. I have not examined the conduit minutely, but from what I have seen I do not see any cause for alarm. The military did not do much damage, but that was repaired in a day or two. I have not discovered any serious leakage in the conduit and do not think there is any cause for anxiety in the near future. If there are any signs of its giving way I should be glad to see it as soon as possible.

There are still grievous complaints about the muddy state of Pukulum water.

I know, and with some cause. Owing to earth-coupling and embankments not having been properly looked after, the reservoir is filled with mud which is held in solution for a long time. The streams above, which feed the reservoir, run clean in a few hours after a storm, but the reservoir is dark with this mud, which takes a long time to settle. Since the commencement of the recent heavy rains, I have laid pipes parallel to the reservoir, connecting direct with the feeding streams; and I think that by this means a supply of fairly clear

water may be obtained. The reservoir will have to be cleaned out some day, but the distribution system must be well advanced before this can be done. Mr. Price, I know, made an attempt to clean it, or rather he tried to do so. But he had no reserve to fall back upon, and his men naturally, frightened at the work, and it had to be abandoned. I think it would be well to plant along the course of the streams. It does not mean thick wood. Something of the nature of light bamboos would be best—something to retain the mud and keep it from being swept down.

You are proceeding with the filter beds, I suppose?

Yes, as fast as we can, and I think in a few months they will be ready. Four filter beds are being constructed near the Victoria Battery, not far from Mr. Humphrey's new house. A small reservoir, which will be covered, is also being constructed there. I should have liked if the service reservoir at the top of Garden Road had been covered over, but there has been so many things to do that we could not manage this. What is your general plan for the distribution of the water? Will the Pukulum water be reserved for the whole of the town and the Tiam for another?

The mains will be connected, the Tiam water entering at Garden Road and the Pukulum water entering at the Victoria Battery. The purpose of distribution the town will be divided into three zones. The upper zone includes the houses on the Robinson Road level, with a sub-zone extending up to Queen's Gardens. This part of the town will be supplied by water raised by motor power. The middle zone will be on the Garden Road level, and the lower zone will be on the level of the Victoria Battery. The water will be pumped to a small reservoir at 300 feet, behind Bellfield Terrace, and a slightly higher one on the Peak Road at 700 feet for the upper zone. It will be Tiam water that these motors will raise. I have already obtained one motor, and I am to make experiments with it immediately at Garden Road, and from there the water will be able to judge as to the kind of machine best suited for the purpose, and shall order the other motors accordingly.

The second zone extending to the level of Gaike Road will be supplied with the unbroken pressure of Tiam and Pukulum. The third zone, which will include the rest of the town, will be supplied with a broken pressure, the balance of the pressure being utilized to work the motors which raise the water of the highest levels.

And how will the Peak be supplied?

The third motor, which will be on Robinson Road, and will be worked with Pukulum water, will be employed to raise the water to the Peak, and there will also be a small steam engine, which will be used in case of necessity. If, for example, by some means or other, the water supply should be cut off, the levels were very small, then we would have but a small residual pressure and the steam engine would come in. I think this mode of pumping the water up is far better than making a reservoir near the Austin Arms, as was proposed.

The reservoir will be necessary to a small affair, and the small pond would be easily contaminated, and being under the eyes of everybody, there would be periodical complaints of somebody's dead dog or somebody's refuse being discovered in the water.

And will there be abundance of water to reach the highest houses, and in least ten minutes the full pressure can be put on.

Certainly. There will be a fire-pump at every street corner and one at every hundred yards. The Brigade has nothing to do but couple a hose to it. The pressure, when broken, will be quite sufficient to reach the highest houses, and in least ten minutes the full pressure can be put on.

#### DRAINAGE.

Have you completed your drainage schemes?

Not yet. I have prepared plans for the lower levels of the Western district, but I have not yet finished the details of the other parts of the town.

Is it then the separate system that you have adopted?

The term is a misnomer altogether. Mr. Cooper's plan proposed to exclude rain water from the sewerage system. The term was taken up by Mr. Price and him, and considerable misunderstanding was caused. When I arrived I found that it was best to take a clean sheet of paper and begin afresh. I based my plans neither on his report nor on the criticism of it.

I think Mr. Cooper proposed to have intercepting sewers discharging at Belcher's Bay and North Point; will this be one of the principles of your scheme?

No; that is a point on which I entirely differed from Mr. Cooper. I think it is essential that the sewage should be discharged as promptly as possible. I propose to have six outfalls between Murray Pier and Belcher's Bay. The sewage will be carried into deep water and the force of the tide, more especially when the Praya is ebbing, will cause a complete carry off safely away. The sewers will be constructed to receive all the rain water and surface water except on occasions of big storms. The existing big drains will be kept partly and simply as storm drains. The sewers will mostly be laid parallel to them, and in case of an excess of rain and storm water getting into the sewers, the latter will overflow into the storm drains. The water will be perfectly fresh and will rapidly find its way to the sea. I should say that 15 or 20 minutes after sewage enters the house drains it should be emptied into the sea. The whole plan and details of the scheme will be laid before the Legislative Council before I depart, and the Council will be asked to pass the necessary votes.

What do you think the cost will be? Mr. Price estimated his scheme, or rather Mr. Cooper's scheme, to cost \$250,000.

I do not think the carrying out of the scheme I propose will cost so much money. For one thing the expense of the large intercepting sewers is avoided. I have not yet estimated the cost.

What are your plans as to the Eastern district?

I have not thought out the question yet. I suppose pumping will have to be resorted to. It is a rather ticklish question, which I have not yet had time to thoroughly consider.

The new sewers will involve new connections with house drains: who do you propose to make the connection?

I think the new connection should be made at the expense of the Government. I think also that the Government ought to undertake when necessary the construction of house drains. There is a vast improvement still to be made in this direction. Many of the house drains are very badly constructed. In the case of the Government undertaking the work, the landlord would of course be charged with the cost, and, in the case of a man who was not able to pay at once, I should propose that a deferred system of payment be adopted.

Do you think it would be well to introduce water-closets generally?

I think in the European quarter, after the new drainage system has been introduced, they might be introduced with great advantage. As to the Chinese quarters, I think we might leave the system to be introduced gradually by the force of example.

#### OVERCROWDING, &c.

There is one subject not exactly connected with your department, but which is directly related to the sanitation of the city, that is overcrowding. Do you know if any steps are being taken to remedy the evil?

That is a matter that lies outside of my department altogether. The law now contains ample provisions to deal with the subject, but it seems that the Government has not the machinery to carry the law into effect. A good deal of what Mr. Francis says about laws that are practically inoperative is very true. You know, a dead law is worse than no law at all, because it is to bring law into contempt.

Good many of your ordinances are very inelastic and almost unworkable. Of course I am speaking my own private opinion, and I do not suppose you are much worse than other colonies. I am breaking the law every day by opening the road without a permit. The law says that a permit shall be given only by the Surveyor General. It does not even say any other officer appointed by the Governor.

The matter of overcrowding a great deal must depend on the sentiment of the residents. If the residents are willing to support the Government I think that something might be done. Of course the enforcement of sanitary regulations with regard to the number of inhabitants in a house would lead to a loss of rental for that house, but it would, I think, to a demand for houses in other parts of the town, and I think there would be a gain to the colony, apart from the sanitary benefit.

Is it likely that the Military will be removed from the centre of the town? There was some talk about their going to Causeway Bay and to Kowloon.

I do not know much about that matter. I have only heard that a slight higher going on on the subject, but I do not think that anything has been decided upon. The War Office are very slow to move in such matters.

While talking of this matter, I may say that the Colony is somewhat perplexed to know what the Surveyor General is going to do with all the men he is getting out of.

Of course I have nothing to do with that, but I do not think there are too many men in the hands of overseers; a pernicious one, and is sure to lead to corruption. Governments have no proper system of keeping accounts. They never take account of stock. Suppose cement is ordered for the Praya Reclamation works for which the vote has been granted. Take, again, the Tiam Works, there was a good deal of machinery left over, but it might be used for other work, and the Government has no account of it. You never know by this system what really is expended on public works. Remember, I do not say you are any worse than the other colonies, or even the departments at Home.

#### KOWLOON.

Have you formed a scheme for the water supply and drainage of Kowloon?

I have made some experiments with a view to finding a source for the supply of water. There is a gravelly ravine between Yau-ni and the Chinese villages, and a ravine of the back of the shooting range, but a little more to the East. There I dug a well and got very good water. I procured a submersible pump and suspended it in the well, and I found that I would be able to pump sufficient water to supply a third of the population of the district. The pump I am using 170,000 gallons in 24 hours with a fall of the water level of only two feet. The rainy season came on, and I was not able to complete my experiments, but they will be resumed at the beginning of the dry season. If they are successful, other wells could be sunk in the same ravine and abundant water, I think, found for the district. I propose to take the water from the wells in the ravine by a siphon to a reclaimed piece of ground a little to the North of Yau-ni, and from there pump it to the different parts of the peninsula on the assumption of a cost of distribution of 500,000 gallons a day; the cost of the water would be about 27½ cents per 100 gallons. Plans have been submitted to the Government and a report on the subject will probably be laid on the table of the Legislative Council at the next meeting. The Administrator is, I am sure, desirous that full publicity should be given to such matters.

And what about the drainage of the district?

The drainage must come afterwards. Temporary measures are being taken, but no comprehensive system of drainage can be adopted until an abundant supply of water is secured. One of the great difficulties both in Kowloon and Hong Kong is the want of proper maps. No accurate calculation can be made on the existing ones. Permission has been obtained from the Home Government to have a fresh survey both of Hong Kong and Kowloon, and I have no doubt the military authorities will also appreciate the work of a third of the population of the district being set down on no system. Some of them are on absolutely flat ground, with no gradient. The drainage of such places will be a large part of the peninsula has not yet been built over, and there is still time to introduce something like the system and order. I think that a definite plan of roads for the whole peninsula ought to be drawn up and houses allowed to be built only along such roads or in places as are marked out.

I think there ought to be a great future in the way of the peninsula if proper roads are constructed and other facilities obtained. The air there is fresher than in Hong Kong and the facilities for building extension are greater. I am astonished that the place has been so long neglected. A great improvement, however, has been made in the drainage of the peninsula in one or two good roads, and I have no doubt that the improvement will spread.

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#### RUBBISH-DUMPING IN THE HARBOUR.

THE ATTENTION OF GOVERNMENT CALLED TO THE SUBJECT.

In a case of dumping rubbish in the Harbour, which came before Mr. Wodehouse in the Police Court to-day, his Worship made a pretty full inquiry into the cause and extent of the nuisance, and afterwards decided on an order for the Government to remove the rubbish. The defendant in the case was a rubbish collector, who was charged at the instance of Mr. Griffin, overseer, Public Works Department, with throwing two baskets of building rubbish into the harbour near the Canton Steamer Wharf. The collector admitted the charge.

The complaint, Mr. Griffin, made the following statements in reply to his Worship:—I saw the defendant carrying from the direction of Jubilee Street two baskets of building rubbish which he threw into the harbour just at the Canton Steamer Wharf. He is one of a class of men who, I have often seen, are in the habit of throwing their refuse into the harbour in the course of demolition or in course of construction. There are several such houses at present in the neighbourhood of Jubilee Street and Queen's Road. The collector was paid according to the number of baskets they removed. They are paid about 15 or 20 cents per basket. The Public Works Department pays such collectors according to the distance which they have to carry the stuff. The contractor in all probability would pay the defendant on the supposition that he would throw the rubbish into the harbour, and beyond that the collector would be paid for carrying it to the harbour. I am aware of this. They are very poor, even judged by the standard of coolies generally, and I have never known them to pay a large sum of money. If they don't do this, they will not work. I am sure that the contractor who employs them does not supply boats to carry it away, they have no means of disposing of the rubbish. I have been informed that the contractors are bound by law to remove their refuse to the Government wharf, but I am not sure if this is correct. I am sure that the contractor who employs them does not supply boats to carry it away, they have no means of disposing of the rubbish. I have been informed that the contractors are bound by law to remove their refuse to the Government wharf, but I am not sure if this is correct.

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## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND RETURNING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 3rd June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, and to San Francisco, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ... \$225.00  
To San Francisco and return ... 393.75  
To Liverpool ... 325.00  
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, May 12, 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTI PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON WEDNESDAY, the 4th day of June,

1890, at 4 p.m., the Company's S.S.

Steamship *YOKOJIMA*, Capt. H. SURBER,

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this port as above,

calling at GENOA.

Shipping Orders will be granted till

Noon, Cargo will be received on board

until 4 p.m., Specie and Passes until 3

p.m., the 3rd June. (Parcels are

not to be sent on board; they must be

left at the Agent's Office). Contents and

Value of Packages are required.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOERS & Co.,

Agents.

Hongkong, May 12, 1890.

CANADIAN PACIFIC STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE

UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*,

2,553 Tons Register, Capt. WILLIAMSON,

will be dispatched for VANCOUVER,

B.O., via NAGASAKI, INAGAWA, SRA,

KOBE, and YOKOHAMA, on THURSDAY,

the 12th June, at Noon.

To be followed by the S.S. *ABYSSINIA*,

on the 3rd July, and S.S. *PANTHIA*,

on the 24th July.

Connection will be made at Yokohama

with Steamers from Shanghai and Japan

Ports, and at Vancouver with Pacific Coast

Steamers, by the regular Steamers of the

PACIFIC COAST STEAMSHIP COMPANY and

other Steamers.

Through Passage Tickets granted to ENGLAND,

France, and Germany by all trans-

Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria (Mex.) \$210.00

To Montreal, New York, &c. 290.00

To Liverpool ... 325.00

To London ... 330.00

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA.

ALSO  
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 5th June,  
1890, at Noon, the Company's S.S.  
*SAGHALIEN*, Commandant HOMBRY,

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and re-

ceived in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted till

Noon.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m.

On the 4th June, 1890, Parcels are

not to be sent on board; they must be left at

the Agent's Office.

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, May 23, 1890.

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship *GALICIA* will be

despatched for San Francisco, via

Yokohama, on SATURDAY, the 14th

June, at 1 p.m.

Connection being made at Yokohama,

with Steamers from Shanghai and Japan

ports.

All Parcel Packages should be marked to

address in full; and same will be received at

the Company's Office, until 3 p.m. the

day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return ... 393.75

available for 6 months ... 325.00

To Liverpool ... 330.00

To London ... 330.00

To other European ports at proportion-

ate rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service

and the Imperial Chinese Customs, to be

obtained on application.

Passengers by this Line have the option of

proceeding overland by the Southern

Pacific and connecting Lines, Central Pacific,

Northern Pacific or Canadian Pacific

Railways.

Passengers, who have paid full fare, re-

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does not apply to through fares from China

and Japan to Europe.

Consular Invoices to accompany Cargo

destined to ports beyond San Francisco,

in the United States, should be sent to the

Company's Office, addressed to the Collec-

tor of Customs at San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, May 23, 1890.

Intimations.

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VOLUNTEERS AND THE DEFENCE

OF HONGKONG.

A SKETCH.

PRICE: . . . . . FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD

& Co.; Messrs. KELLY & WALSH; and

Messrs. W. BARNES & Co.

August 14, 1890.

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(Wah Tai Yat Po.)

THIS paper is now issued every day.

The subscription is fixed at Five

Dollars per annum delivered in Hong-

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cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction.

The chief support of the paper is of course

derived from the native community,

amongst whom also are to be found the

guarantors and securities necessary to

place it on a business and legal footing.

The projectors, basing their estimates

upon the most reliable information from

the various Ports in China and Japan,—

from Australia, California, Singapore, Pa-

nyang, Saigon, and other places frequented by

the Chinese,—consider themselves justified

in guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

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tion—conducted by native efforts, but

progressive and anti-obstructive in tone—is

almost limitless. It is on the one hand

comprehends Chinese belief and interest,

that can be given to it by foreigners.

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with Local, Shipping, and Commercial

News and Advertisements.

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sent to

GEO. MURRAY BAIN,  
China Mail Office.

NOW READY.

PRICE, \$1.00.

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By E. H. PARKER.

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at Shanghai and Hongkong, at LANE,

CRAWFORD & Co., Hongkong, and at the

China Mail Office.

## Intimations.

DENTISTRY.  
FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist.

(FORMERLY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European

and American patients and friends,

has TAKEN THE OFFICE formerly oc-

cupied by Dr. Roberts.

NOW HAS

REMOVED

TO

18, D'AGUIA STREET,

behind HONGKONG CLUB.

CONSULTATION FREE.

Hongkong, January 18, 1890.

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BALL PROGRAMMES

FOR SALE.

IN NEW SHAPES AND PATTERNS.

'CHINA MAIL' OFFICE,

2, WYNDHAM STREET.

A RAMBLE THROUGH SOUTHERN

FORMOSA. By Mr. G. PARKER.

This Article, which has been reprinted

from the *Chinese Review*, contains one of the

best sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are

included in the pamphlet.

May be had—Price, 5s.—at Messrs. LANE,

CRAWFORD & Co., and Messrs. KELLY &

WALSH, LONDON; Hongkong, also, Mr. N.

MOORE, AMOY.

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